

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of

Terrence W. Schmidt, et al.

Serial No.: 10/712,798

Filed: November 12, 2003

For: VARIABLE-DRAFT VESSEL



Customer Number: 31824

Group Art Unit: 3617

Examiner: Not Yet Assigned

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

**REQUEST FOR CORRECTED FILING RECEIPT**

Sir:

It is noted that the Filing Receipt received from the U.S. Patent and Trademark Office in the above-referenced application does not correctly reflect the correct domestic priority data. Please find enclosed a copy of the Filing Receipt, as well as a copy of the first page of the specification as filed on November 12, 2003, evidencing the correct domestic priority benefit claim. Also enclosed is a Second Supplemental Application Data Sheet.

Accordingly, it is requested that a Corrected Filing Receipt be issued, which reflects that the application only claims the priority benefit of U.S. Provisional Patent Application No. 60/502,625, filed September 15, 2003, and U.S. Provisional Patent Application No. 60/426,070, filed November 12, 2002.

Respectfully submitted,

MCDERMOTT WILL & EMERY LLP

A handwritten signature in black ink, appearing to read "D. A. Duchene".

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**Date: June 16 2004**  
ORC 339962-1.071226.0011



## **VARIABLE-DRAFT VESSEL**

### **CROSS-REFERENCES TO RELATED APPLICATIONS**

[0001] This application claims the benefit of U.S. Provisional Patent Application No. 60/426,070, filed November 12, 2002, titled Multi-Mission-Type Ship and Related Concepts, of Terrence W. Schmidt et al.; and claims the benefit of U.S. Provisional Patent Application No. 60/502,625, filed September 15, 2003, titled Variable Depth/Variable Draft Catamaran (VDD CAT), of Terrance W. Schmidt et al., and are incorporated by reference herein in their entirety including all appendices thereto for all purposes.

### **BACKGROUND OF THE INVENTION**

[0002] The present invention relates to vessels. More particularly, the present invention relates to a vessel having a variable draft, such that the vessel may be configured to operate in shallow waters and in deep waters.

[0003] Vessel hulls have traditionally been designed for specific uses, such as for use in shallow waters or in deep waters. Different hull designs provide for optimal operating characteristics for different uses. Shallow-draft vessels, for example, often have hulls that are relatively "flat" to maximize displacement and minimize draft, whereas deep-draft vessels often have v-shaped hulls that provide deep draft for desired seakeeping (e.g., good seakeeping providing low undesired motion, such as vertical motion or rocking).

[0004] More specifically, shallow-draft vessels are often designed with flat bottom hulls to provide the ability to navigate in relatively shallow waters, such as in shallow-water harbors, along rivers, along shorelines and in other bodies of shallow water. Shallow-draft vessels are also designed to maximize payload carrying capacity and to provide for simplified on-loading and off-loading of cargo. Examples of shallow-draft vessels include landing craft mechanized (LCM) and landing craft utility (LCU) that are often used by amphibious military forces to transport equipment and troops from sea to beachheads and/or to piers.

[0005] Shallow-draft vessels typically have relatively high water resistance due in part to large beam to length ratios, large wetted surfaces, and blunt water contact. Such characteristics provide for the generation of large amounts of resistance, such as turbulence and/or Kelvin wake, and high power requirements. Accordingly, shallow-draft vessels

071226-0011



**Application Data Sheet**

**Application Information**

Application No.::	10/712,798
Filing Date::	11/12/03
Application Type::	Regular
Subject Matter::	Utility
Suggested Classification::	
Suggested Group Art Unit::	
CD-ROM or CD-R?::	None
Title::	VARIABLE-DRAFT VESSEL
Request for Early Publication?::	No
Request for Non-Publication?::	No
Suggested Drawing Figure::	10A
Total Drawing Sheets::	12
Small Entity::	No
Petition included?::	No
Secrecy Order in Parent Appl.?::	No

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Representative Customer Number:: 31824

### Domestic Priority Information

Application::	Continuity Type::	Parent Application::	Parent Filing Date::
10/712,798	<i>An application claiming the benefit under 35 USC 119(e)</i>	60/502,625	9/15/03
10/712,798	<i>An application claiming the benefit under 35 USC 119(e)</i>	60/426,070	11/12/02

### Foreign Priority Information

Country::	Application Number::	Filing Date::	Priority Claimed::
			No

### Assignee Information

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